GRUMMAN plane news

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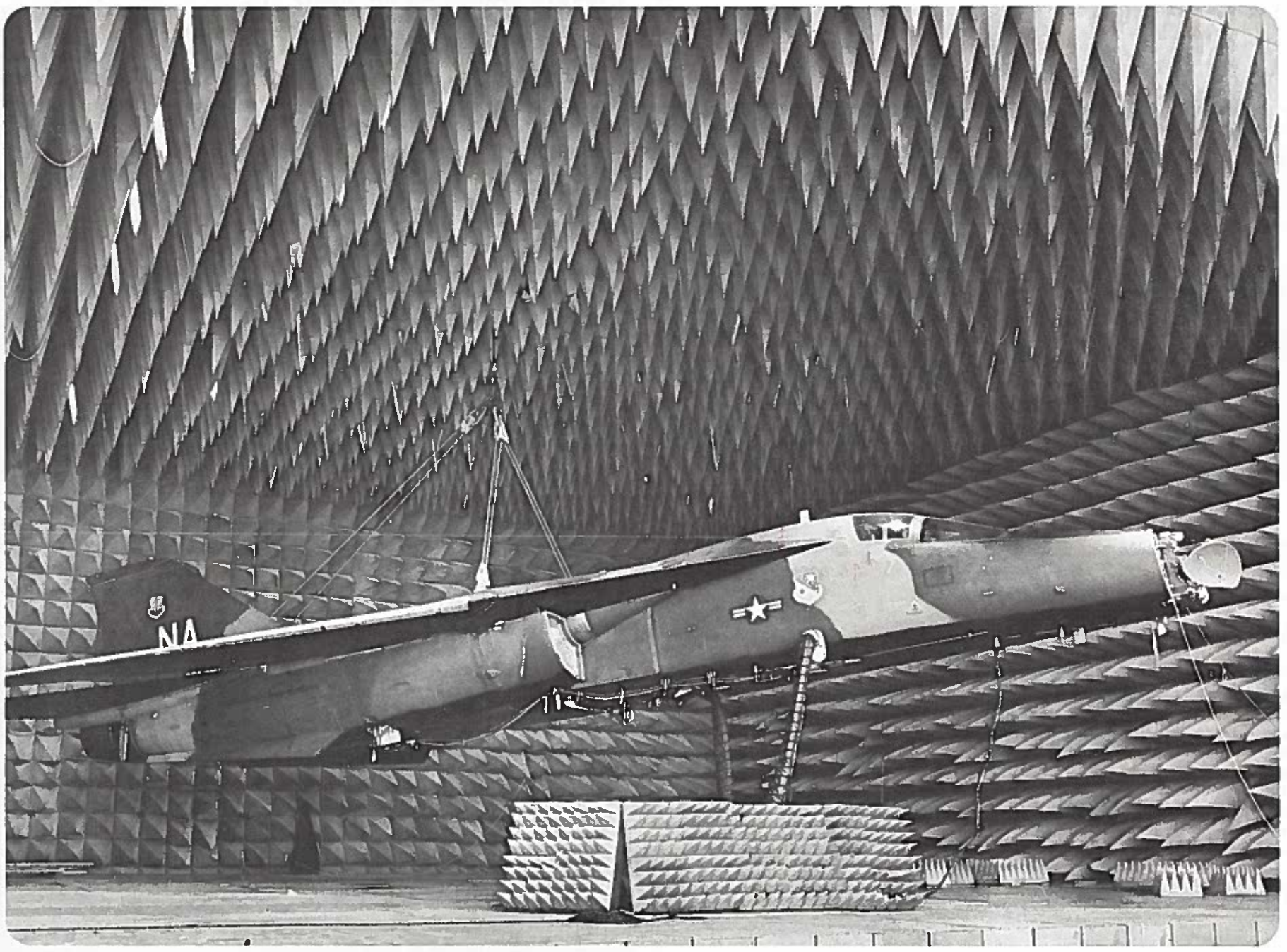

Photo by Gerry Costello

Change of scenery for F-111A at Calverton

An Air Force F-111A changed residence at Calverton recently following the completion of four weeks of electromagnetic interference testing as part of a $2.5-million study contract to convert the swing-wing fighter-bomber into an electronics countermeasures aircraft. The plane, shown hanging in the anechoic chamber at Calverton, is now housed in a flight hangar where it will be used as an engineering design aid.

On January 8, the Air Force announced that it had awarded Grumman Aerospace and General Dynamics-Fort Worth design study contracts on the EF-111A—which will be an ECM plane that will give added protection to strike aircraft operating over heavily fortified radar-controlled defensive positions.

A key feature of the Grumman EF-111A configuration is the isolation of the high-powered jammers, located in the weapons bay, from the sensitive receivers housed in a fairing at the top of the vertical stabilizer. This isolation allows uninterrupted jamming by the system while it continues surveillance for new radar threats, as required for a successful tactical support jamming mission, said EF-111A Program Manager Tom Street. According to Street, preliminary analysis of the anechoic chamber tests indicates that the required isolation has been achieved.

Under terms of the contract with the Air Force, Grumman is conducting a seven-month study to install the ALQ-99 tactical jamming subsystem—the same type used in the EA-6B Prowler—into the EF-111A. In Phase IA, the initial segment of

(Continued on page 6)

Last of a tough old cat . . .

The Cougar is a tough old cat . . . and though she's heading for a final resting place at Davis Montham A.F.B. in Tucson, Arizona, she'll be flying there at least, not toted out on some old truck. Cougars first started rolling off the assembly lines at Calverton in the late fifties and have served the Navy and Marines well—in peace and war—ever since.

In its final tour of duty, the Cougar served aboard the training carrier Lexington; earlier this month, students from Training Squadron 4 flew the remaining three TF-9Js to the USS John F. Kennedy for carrier qualifications. When the exercise was completed, the last three Cougars still flying in the Navy were dispatched to Arizona and their final resting places. But the Cougar is a tough old cat . . . and it wouldn't be surprising if someday, somehow, it found a way to test its wings again.

It's a thing called commitment . . .

Some guys take their work home with them. Others, like Lt. Cdr. John Johnson can't . . . but the Navy comander who flies as weapons systems officer aboard the F-14A Tomcat has done the next best thing.

Johnson has built a seven-foot scaled model of the Tomcat that would excite any model maker's interest—and Johnson should know, he's been one for more than 20 years. Commander Johnson invested more than 1,000 hours in the model, used Navy data for his plans, and constructed it of balsa, plywood, plastic, and an aluminum carrythrough structure for the wing-sweep pivot area. He uses a six-channel remote control system to actuate the wing sweep, rudders, and elevators, and the system permits nose-wheel steering as well.

Right now, Johnson's Tomcat, although powered by a 1½ hp engine, is still going through ground tests—but some day he hopes to go all the way and through radio control make it a real flying machine.

They're racking up the hours . . .

Returning home is always a special occasion for Navy crews, and when the carrier Franklin Delano Roosevelt steamed into Mayport, Fla., recently following a seven-month deployment to the Mediterranean, there was quite a celebration.

During the return to the States, someone had the computer going like mad toting up the flying time logged in Grumman aircraft aboard the ship—and when the tapes stopped spinning and lights stopped flashing, Grumman Field Service rep Leo Schwarz had a big chore ahead of him passing out congratulations and 1000-hr. flight plaques for A-6 Intruder, E-1B Tracer, and S-2 Tracker air crews.

Receiving the milestone plaques in the Intruder squadron VA-176 were Lt. Tom Hunter, Cdr. John McKenzie, skipper fo VA-175 who also logged 1,600 hours in the F9F-8 Cougar, and Lt. Cdr. Warren Bay. And in the VAW-121 squadron, Cdr. Dick Rentschler, C.O. of VAW-121, Lt. Cdr. James Wagner (S-2 and E-1), AT1 Charles McDonald (E-1), and Lt. Brad Navarro (E-1) were presented with 1000-hr. flight plaques.

Property disposition moves . . . AHRC book fair

The offices of Property Disposition have been consolidated and moved to Plant 21. These include the manager, Marty Czechowicz, who had been located in Plant 30, and the office (previously called Property Disposal) and Charles Gemuendt and personnel who had been in Warehouse 2E. Their telephone extensions are 1495 and 87410 . . . The Nassau County chapter of the Association for the Help of Retarded Children is seeking old editions of *Life* magazine for an upcoming book fair. If you can help, please call Cy Mirchin, Ext. 2133.

Sorry about that

In January 1973, Bob Gibian of Manufacturing, Grumman Houston, celebrated his 25th anniversary with the Grumman family. After a year-and-a-quarter — and a slight breakdown in communications — Plane News is finally printing a photo of Bob Gibian. We're a little late, but congratulations, Bob, on your 25 . . . er, 26 years with the company.

plane GRUMMAN news

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Fire fighters. Representatives from Grumman Aerospace have been traveling around the country in recent months demonstrating an electronically-controlled fire hose nozzle to fire and rescue departments. A fireman can increase or decrease the flow of water depending upon fire conditions when using the device by turning a special collar on the hose nozzle, which, in turn, causes a radio transmitter in the nozzle to electronically stimulate a specially designed valve in the pumper truck. Photo above shows segment of more than 75 representatives and rescue departments from four states and Washington, D. C. who braved freezing weather last month to witness a demonstration at Rockville, Md. (Photo by Dick Dunne)

Gavin: Four-day summer work week too big a gamble in '74

Alas, although "still an attractive idea," the shorter summer work schedule is dead . . . for this year at least. That was the word earlier this week when Joe Gavin, Board Chairman of Grumman Aerospace, announced that plans were being shelved for the four-day summer work week schedule for the July 4 - Labor Day period.

Gavin first discussed the possibility of Aerospace going on a four-day week while talking with several hundred persons attending a service-pin meeting on February 13. Since that time, he, President George Skurla, and major operating department heads have been studying the plan. One stipulation that Gavin made on February 13 was that all programs would have to be on schedule if a shorter work week were to be possible this summer.

And though the major aircraft programs are very close to meeting that objective, Gavin said that there doesn't seem to be any practical way to be caught up on the company's support commitments by that time. And support, especially in 1974, is critical to company success, he emphasized.

Summer deployment

With the first two Navy F-14 squadrons scheduled for deployment later this summer, several EA-6B squadrons readying for sea duty, and the first E-2C and A-6E carrier deployments lying ahead, Gavin said that he and Skurla had decided that it would be "imprudent" to launch the summer work schedule this year.

"Support is a very major part of our business—one third of our manufacturing effort at Bethpage is tied into our support commitments, and almost 30 percent of our dollar business is in the support world. For example, to support the EA-6B squadron going aboard the Independence later this year, we have to supply 128 pieces of ground support equipment, 183 publication manuals, and more than 3,000 spare parts. We have six other squadrons going to sea as well, so you might imagine what our total commitment must be.

"After our great comeback in 1973, it would be foolish of us to gamble our reputation on a shortened summer work schedule. We all have too much to lose."

'Still attractive idea'

Though the four-day week is definitely dead for this summer, Gavin didn't knock it out of the box completely. "It's still an attractive idea," he said, "and we'll do some homework to try and make it more practical at some future date. No matter how attractive it may appear, though, we must make sure it doesn't put us at a competitive disadvantage One thing is sure—this isn't the summer to do it."

Paul heads GDS commercial systems effort in D.C. area

WASHINGTON, D.C. — If there's one thing that Lucian Paul remembers of his undergraduate days at Auburn it's the intense competition that existed between his alma mater and Alabama. And though the uniform Lucian donned every Saturday had neither face mask or pads — he played in the War Eagles marching band — he and thousands of others were caught up in an atmosphere he describes as "electric" when Auburn and 'Bama met head-on each year on the football field.

Lucian Paul

That proved to be good conditioning because the competition — though not as physical—is certainly as real in the Washington arena these days as big and small companies go head-to-head almost daily in the quest for business bucks. Paul, named recently as district manager of Commercial Systems in the Grumman Data Systems office in nearby Arlington, relies on a staff of 20, including senior systems analysts and programmers, with back-up support from Bethpage if necessary. Their entire effort can be tied into the computer complex in the Data Systems Center, also in Bethpage.

Government business

The market: mainly large Government agencies or departments, including the National Aeronautics and Space Administration (NASA), and the Departments of Labor and Transportation, among others. Should any of these departments run up against a particularly difficult data processing task in the scientific or business fields, Paul and his Commercial Systems staff stand ready to offer immediate assistance. That aid usually involves analyzing the problem and designing and installing a computer program system to overcome the situation. Sound easy? Not always. Technically, it's difficult enough. When a number of other computer companies are standing ready to offer similar services — not "equal", Paul insists — that makes each contract won all the more satisfying.

"We're not in the body-shop business — we don't want to supply only programmers on a job-shop basis," says the 35-year-old Paul. "We're looking for tough problems to resolve, ones that will require our systems analysts to investigate a situation and come up with an entire system to overcome the problem. That involves the entire range of system design — analyzing, designing, coding, testing, documenting, and installing.

"And though it's a secure feeling to know we can call on Bethpage if we need additional help, we think of ourselves as a little company down here, not just an extension of Bethpage. We want to stand alone . . . get our own business and pay our own bills. We don't intend to bid on any contracts that we can't win, and we don't want to win any contracts unless they're going to be profitable."

Though his conversation is sprinkled with down-home expressions which give evidence of rural upbringing in Alabama, Lucian Paul seems to have navigated the road that delivered him to Washington with ease, even though it took some unusual twists and turns along the way. While an undergraduate at Auburn, Paul's academic pursuits were temporarily derailed. "My daddy raised chickens, and one year a hatching disease practically wiped us out. We nearly lost our farm." That caused Lucian to seek employment so that he could continue college, even on a part-time basis. He hooked up with the Army Ballistic Missile Agency at Huntsville, allowing him to alternate three months of schooling with three months of work. As a co-op student, he pursued his studies and earned his bachelor's degree.

Back to school

He returned to Huntsville — it was then a NASA facility — following his graduation from Auburn with a degree in mathematics. Within a short time he was on his way back to Auburn. With help from his wife Pat — she was then a student — and a fellowship, Paul returned to college to earn his Master's, also in mathematics. With an MA added to his BS, he returned again to Huntsville and joined Lockheed Missile & Space Company, a year later traveled to Houston to link up with TRW to work on the Apollo Program, and made the return trip to Huntsville some four years later, this time with Computer Sciences Corporation. Paul transferred to the Washington area as section manager for Computer Sciences at Goddard Space Flight Center.

The big breakthrough for him, he says, came a short time after his move here. He joined Management Sciences Systems, a venture that channeled his talents away from the strictly technical phase of computer operations into a different and, he found, more challenging direction—business management. For the next 12 months his time was completely absorbed in proposal presentations and contract negotiations, and as he puts it: "It helped me quite a bit because it provided me with an overall view of the entire business operation."

On February 19, Lucian Paul was named district manager of Commercial Systems, Washington, D.C., and is now situated at 1800 N. Kent, Arlington, Va. The phone number is 703-527-7722. He reports to Hal Briggs, director of Commercial Systems for GDS.

Lucian, who lives with his wife Pat and their three sons — Kevin, 9, Timothy, 5, and Curt, 3 — in historic Brandywine Country in Maryland, can't spend as much time as he'd like with his family these days . . . but then, neither can a number of others on the GDS staff in Arlington. The reason: Lucian and his talented crew are pursuing new business—and like the Auburn-'Bama confrontations, the competition is plenty hot.

E. C. Fink | N. H. Pilkington | S. S. Hollister | R. Morales | R. A. Walter | J. La Marca | H. K. Demott | W. Shier | C. J. Zolek

S. J. Sokol | C. Farrell | J. L. Dwyer | H. E. Dittmeier | A. Gotta | J. O'Neill | F. W. Gilreath | A. J. Scavino | J. Pallman

L. Reich | H. P. Diener | A. H. Ebert

Happy Anniversary!

G. E. Brown | R. B. Nielsen | R. Cruz

G. A. Gross Jr. | J. W. Anderson | P. J. Brenna | R. W. Norton | F. J. Pacciani | G. W. Stahl | E. V. Bergeman | J. R. Saxe | J. C. Persing

R. E. Freund | L. E. Boegel | G. A. Okvist | J. P. Scheiner | P. Levine | P. Lackey Jr. | C. H. Wolczak | B. J. Schauer | C. Vogel

L. H. Mohr | S. Vetrano | C. R. Wessmiller | W. Caputo | E. A. Razukas | R. Lamp | W. E. Doty | W. E. Eluszkiewicz | R. S. Gent

service milestones

35

Thomas G. Brown, GSE Mech. (1)
Kenneth G. Johnson, Prototype (1)

30

Benjamin E. Lindquist Jr., Final Assy. (1)
Frank J. Pasciuto, Elect. Fab. (1)
Michael Tarase, Fluid Power (1)
Joseph P. Bartley Jr., Small Parts Feb. (2)
John E. Loop, Steel Parts Assy. (2)
Joseph A. Shanahan, Prod. Ctl. (2)
Frank C. Ambrosio, Meth. Engg. (2)
Edward J. Murphy, Assy. Tool (2)
Alice M. Miller, Food Service (2)
William C. Bernhardt, Engraving (3)
Albert B. Laine, Wood Shop (5)
Charles A. Tangredi, Major Assy. (27)
William F. Farrell Jr., Criitcal Mat. Ctl. (27)
William A. Moran, Q.C. Sys./Proced. (35)
Robert Jackson, Ctr.-Sect. (27)

25

Edward C. Fink, Prototype (1)
Norman H. Pilkington, Prototype (1)
Clinton Duplessis, Fuselage Join. (1)
Thomas C. Breidenstein, Elect. Fab. (1)
Sebastian S. Hollister, F-14 Mfg. (1)
Richard Morales, Plant Stores (1)
Raymond A. Walter, Quality Engg. (1)
John La Marca, Router/Shear (2)
Harold K. Demott, Small Parts Fab. (2)
William Shier, Alodine (2)
Joseph L. Williams, Heat Treatment (2)
Charles J. Zolek, GSE Mech. (2)
Stanley J. Sokol, Controls (2)
Christy Farrell, Machine Shop (2)
Louis J. Napoli, Dets. Subs. Mgmt. (2)
John L. Dwyer, Prod. Ctl. (2)
Harold E. Dittmeier, Methods Engg. (2)
Aldo Gotta, Methods Engg. (2)
John O'Neill, Sub. Assy. Ctl. (2)
Forrest W. Gilreath, Dispatching (2)
Aldo J. Scavino, Assy. Tool (2)
John Pallman, Maint. (2)
Louis Reich, Mech. Insp. (2)
Harry P. Diener, Honeycomb Prep. (3)
Howard T. Lynch, Prod. Ctl. (3)
Arthur H. Ebert, Assy. Tool (3)
George E. Brown, Mech. Insp. (3)
Robert B. Nielsen, Mech. Struct. (5)
Paul E. Smith, Static Test (5)
Robert Cruz, Mech. Insp. (3)
Godfrey A. Gross Jr., Avionics (5)
John W. Anderson, Supp. Equip. Prod. (5)
Peter J. Brenna, Instru. Plan. (5)
Roswell W. Norton, Elect. Repair (5)
Frank J. Pacciani, Prod. Ctl. (5)
George W. Stahl. Prod. Ctl. (5)
Edward V. Bergeman, Elect. Engg. (5)
John R. Saxe, Prod/Tech. (5)
John C. Persing, Elect. Insp. (5)
Robert E. Freund, Fluids (6)
Richard Panse, Structures (6)
George A. Okvist, Structures (6)
Leonard E. Boegel, Proj. Engg. (6)
Jacob P. Scheiner, Elect. Test (7)
Thomas H. Goddard, Prod. Control (7)
Paul Levine, Meas. Std. Ops. (12)
William Keane, Elect. Test. (14)
Julian A. Raby, Hydraulics (14)
Peter Lackey Jr., Plt. Support (15)
Charles H. Wolczok, Trans. Ops. (20)
Berthold J. Schauer, PPO-Space (25)
Helen Dziewisz, Medical (25)
Conrad Vogel, Sub. Assy. (27)
Louis H. Mohr, Sub. Assy. (27)
Salvatore Vetrano, Sub. Assy. (27)
Charles R. Wessmiller, Prod. Ctl. (27)
William A. Caputo, Repair Ctl. (30)
George Petronio, Tech. Mgmt. (35)
Edward A. Razukas, Ctr. Sect. (36)
Rudolph Lemp, Router/Shear (37)
William E. Doty, Prod. Mgmt. (77)
William S. Eluszkiewicz, Indust. Engg. (77)
Robert S. Gent. P/S Fld. Mat (81)
Frank Kratochvil, Production (88)
John W. Moseman, P/S. A/C Mgmt. (94)

20

Abe Abrams, Alodine (2)
Joseph F. Grossman, Machine Shop (2)
Marjorie E. Levine, Mfg. Ops. Adm. (2)
Paul J. Monaghan, Maint. (2)
William Twinem, Conventional Machines
Paul F. Woyke, Maint. (3)
Robert Milhaven, Maint. (3)
William E. Roache, Maint. (3)
Michael Melnik, Flight Data (4)
Edward T. Gibbons, Maint. (6)
Joseph H. Person, Maint. (6)
Sherrill C. Raynor, Paint (6)
Eugene A. Titus, Repair./Sched. (7)
Edmund Spilik, Plastic (11)
Leonard E. Chesla, Plastic (11)
Thomas Coll, Maint. (12)
Heinz R. Tischler, Maint. (12)
Donald F. Waller, Simulation (14)
Merivale L. Jones, Plt. Protection (18)
Kenneth A. Leger, Trans. Ops. (20)
Albert E. Hey, Adv. Space Sep. (25)
John C. Ferragamo, Proj. Plan. (25)
James K. Watson, Requir. Plan. (30)
Joseph A. Dudek Jr., Maint. (34)
Robert McGill, Sys. Sciences (35)
Lawrence P. Celeste, Maint. (36)
Arthur R. Strum, Maint. (40)
Burton Stern, V.P.-GDS

15

Kenneth G. Johnson, Prototype (1)
Edward J. Ciecwesz, Fuselage Assy. (1)
Santino J. Giacoia, Prod. Mfg. (1)
Mearl H. Macken, Distrib. Servs. (1)
Roy L. Remsen, Repro. Servs. (1)
Edwin Welch, Drafting (1)
Anthony A. Bambino, GSE Mech. (2)
John H. Grandy, Weld. Mgmt. (2)
John A. Walsh, Machine Shop (2)
Herbert L. Jones, Jigs/Fixtures (2)
Roy J. Greene, Machine Shop (2)
James L. Kuchcicki, Form Block (2)
Anthony P. Casella, Details/Sub Assy. (2)
William E. Farley, Details/Sub Assy. (2)
Thomas C. Smith, Dispatching (2)
Ronald A. Westberg, Fluid/Mech. (2)
Charles Vejvoda, Fluid/Mech. (2)
Eugene De Gaetano, P/S Elect. Engg. (2)
Dennis G. Frakes, Maint. (2)
Melvin A. Greene, Food Servs. (2)
Frank J. Santagata, Conven. Machines (3)
William Bordiuk Conven. Machines (3)
Charles A. Mahoney, Chem. Mill (3)
Donald R. Wagner, N/C Machines (3)
James Mulcahy, Maint. (3)
Charles E. Dailey, Elect. Test (4)
Joseph R. Laia, Performance (4)
Fred A. Elsner Jr., Meth. Elect. (5)
Alfred O. Marhold, Instr. Mgmt. (5)
Howard E. Peck, P/S Program Mgmt. (5)
Lloyd G. Angeloff, Controls/Mech. (5)
Joseph F. Pirola Jr., Crew Sys. (5)
Robert H. Willsey, Environmental (5)
Alfred C. Posillico, Crd. Test Instr. (5)
Lewis Kasuga, Estimating/Pricing (5)
Robert G. Black, Bus. Devel. (5)
Helen M. Laning, Bus. Devel. (5)
Gerald F. Bostock, Bus. Devel. (5)
George C. Geller, Instru. Test (6)
John M. Albino, Maint. (6)
Elwood H. Fisher, Food Servs. (6)
Alfred J. Weinisch Jr., Support (6)
Philip E. Keiper, Elect. Bench Assy. (6)
Arnold A. Arnister, Prod. Deputy (6)
Frederick J. Meinhart, Grnd. Test Instr. (6)
Joseph Kraebel, Meas. Std. Lab. (6)
William D. Looney, Calv. Ops. Mgmt. (6)
Harry A. Brandt, Calv. Eng. Staff (7)
Lawrence P. Petersen, Aircraft Prog. (7)
Dane G. Lamberson, Flight Sciences (7)
Lawrence C. Fitzgerald, Instr. Proj. (7)
Joseph J. Murnane, Elect. Insp. (7)
Frederick P. Losee, Elect. Insp. (7)
Benedict Trapani, Plastic/Plaster Tool (11)
Leo J. Czerepkowski, Maint. (12)
Walter F. Ecklund Jr., Meas. Std. Lab. (12)
Edward J. Agolia, Prod. Mgmt. (15)
James E. Cummings, P/S Prog. Mgmt. (15)
David Shannon, P/S Tech. Servs. (15)
Henry G. Wittman Jr., Commodities Control (15)
Fredrick W. Gehricke, P/S Sys. Tech. Mgmt. (15)
William T. O Mara, P/S Supply Data (15)
Robert D. Schafer, Maint. (15)
John A. Mac Lean, P/S Tech. Writing (15)
Salvatore Tamburello, Ship/Spare Conslod. (17)
Hugh M. Stevens, Inventory Ctrl. (17)
Robert C. Perinka, Trans. Ops. (20)
Edward Schultz, B/P Warehouse (21)
Karl R. Vosbrinck, Receiving Inspect. (24)
William B. Roth, P/S Prog. Mgmt. (25)
Arthur B. Littlewood, Power Distr. (25)
Robert N. Jonassen, Proq. Admin. (25)
Erwin A. Deuschle, Spec. (25)
Anthony P. Cusumano, P/S A/C Servs. (25)
Ernest J. Messer, Plant Stores (27)
Anna M. Block, Procurement Servs. (30)
Eugene C. Power, Pricing/Res. (30)
Bertrand F. Dolan, Pt/Proj. Engg. (30)
Arthur H. Leuteman, Tele. Serv. (30)
David P. Leary, Mat. Accounting (30)
Richard J. Combs, P/S Prog. Mgmt. (34)
James K. Brown Jr., Computer Design (34)
Ronald M. Cegelski, Proj. Plan. (34)
Louis N. Willers, P/S Tech. Writing (34)
Verne V. Wolcott, Dynamics (35)
Herman S. Binder, Sys. Des./Analy. (35)
Isaac Cohen, Research Ops. (35)
Raymond H. Schlesier, Quality Engg. (35)
Harold J. Dwyer, Plant Stores (36)
Matthew J. Heaphy, Tool Maint. (36)
Rene A. Legault, Maint. (36)
Thomas J. Reid, Training/Devel. (39)
Robert E. Estes, Contractor Maint. (75)
Anthony Damico, Tech. Ops. (77)
Ronald B. La Polla, Engg. (88)
Frederick A. Doennebrink, P/S Mat. (88)
Joseph A. Cerruto, Grumman Corp.
John P. Coughlan, GDS
Alfred A. Derter Jr., GDS
Jonathan S. Ayers, GDS

Set flower show for May 9

On Tuesday, May 9, the Grumman Garden Forum is presenting the first of the three shows for 1974. The Spring Flower Show will be held in the Plant 30 cafeteria and is open to all Grumman employees and retirees.

The classes are as follows:

- Single tulip (stem length 12 in. or more)
- Parent tulip
- Narcissus . . . including daffodils (stem length 8 in. or more)
- Single seasonal bloom (lilac or any flower in bloom)
- Tulip assortment (5 to 10 blooms)
- Novice class for single tulips
- Arrangement (any type may be used)
- Arrangement (for novices only)

Out of the above nine classes there will be picked a "Best in Show" with a trophy presentation. The Spring Flower Show will be open for viewing during both lunch periods.

All entries must be in the Plant 30 cafeteria no later than 8:30 a.m. If you are in an outlying plant and wish to enter, contact the show's manager, Marie Catatano, on Ext. 84030 or the show's director, Kay Zuk, on Ext. 3391 and they will arrange to have your entry picked up that morning.

The other shows slated for this year by the Grumman Garden Forum: Rose Show, June 12, and on October 23, the Mum Show.

OBITUARIES

DOMINICK GRANATO of Ship and Spares Consolidation, Plant 17, died February 28 at the age of 59. He had been with Grumman Aerospace since 1950 and lived at 1 Terrace Place, Glen Cove.

JOHN H. CASEY of Plant Stores, Plant 2, died March 27 at the age 55. He had been with Grumman Aerospace since 1951 and lived at 349 Bauer Place, Mineola.

LESTER ROSENKRANTZ of Fluids, Plant 6, died April 17 at the age of 61. He had been with the company since 1968 and lived at Main Street, Calverton.

WILLIAM A. BOURGUIGNON JR. of A/C Control Engineering, Plant 7, died April 20 at the age of 42. He had been with Grumman Aerospace since 1965 and lived at Route 1, Mattituck.

Hunting trip turned into fight for survival

(The following article was contributed by Richard Ropes of Supply Operations who is presently assigned to the F-14 Program in Plant 15.)

The growing herds of Canadian bison can relax; they have nothing to fear from me . . . not anymore.

A few months ago that wasn't the case. My uncle and I learned that some buffalo herds in Canada had grown so large that the Province of Manitoba was declaring a brief, legal hunting season. Licenses were few and rather expensive, but my uncle's perseverance (and skillful negotiation, I suspect) was rewarded. He obtained a permit for a party of five; arranged flights to and from and hotel accommodations in Bismarck, North Dakota; secured the services of an experienced charter pilot to fly us into Canada; and even retained two Indian guides to meet us at the tiny airstrip in St. Regis, Manitoba.

Richard Ropes

All details attended to, the morning of December 26 found us soaring westward toward North Dakota, on our way to an adventure few men have experienced . . . and as it turned out, would ever want to.

At 6:30 a.m. on the morning we left Bismarck we were on the ground excitedly stowing our gear into a Cessna 195. The day had dawned clear, cold, and beautiful and we anticipated a very pleasant, three-hour flight, due north to St. Regis. The National Weather Service forecast should have braced us for something different. There was a rather large, low-pressure front, accompanied by gale winds and heavy snow, nosing into North Dakota from the northwest. To avoid the storm, our flight plan called for us to fly northeast and make a wide left-turn around the danger area. This meant an extra hour in the air . . . but that, we saw, as only a minor disappointment.

By 7:45 that morning we were over the northeast corner of the state, flying directly into the worst of the blizzard. At 8 a.m. we were on the ground again . . . the hard way. I've had engines stall on me before, but never in the air. We were lucky; the pilot was able to set us down without killing us all. We had only one serious injury. One of our group, a photographer, saw an opportunity to film an actual crash landing and tried to stand in the small cockpit, camera whirring, recording the event. You probably guessed it: on impact, he demolished one leg, one dashboard, and one radio. As it turned out, the radio was the most critical casualty for us.

Nothing to cheer about

After we recovered from the initial shock, a quick assessment of our situation did nothing to cheer us. We were all alive and were all dressed for extreme cold, but there was plenty of reason for real concern. We estimated we were slightly more than 30 miles from the nearest town, a little village called Tongue which is situated, appropriately enough, on the Tongue River. We were separated from Tongue by miles and miles of rolling plains, each crest and each valley nearly identical in all respects to the preceding one. The entire expanse was covered by a thigh-deep blanket of snow . . . and it was getting deeper by the minute. The outside temperature was hovering around minus 10° F., we had no food with us (our Indian guides had plenty, up in St. Regis), and the storm seemed to be getting worse.

Fortunately, the Cessna was equipped with an excellent first-aid kit, and even more surprising, a stretcher! We were able to make our photographer friend reasonably comfortable (knocked him out, actually) before we set off in what we thought was the general direction of Tongue.

Sharing the burden

We worked in rotating shifts carrying the stretcher so that each of the four healthy members of the party was a litter bearer two hours on and — thankfully — two hours off. Including time out for breathers and bearing checks, we were able to move at a fairly steady one-mile-per-hour pace. By 4:30 that afternoon it was pitch dark, but that hardly seemed to matter. Even in broad daylight, visibility in the blizzard was no more than 50 yards. By seven that night the temperature had dropped to about 35° below, so that a short while later when we came across some burnable scrub brush, we decided to set up a makeshift camp and wait out the storm. We figured we had covered less than 10 miles from the crash site.

We were able to build a small fire and, using a blanket and a couple of bushes, we set up a sort of half-shelter. By emptying the first-aid kit, filling it with snow, and holding it over the fire, we were able to produce drinking water. Each of us burrowed into the deep snow as far as possible, using it as a blanket to insulate us from the colder air above. To ease my hunger pains, I chewed on strips from my rawhide boot laces.

Running noses froze instantly, and all but the most urgent personal hygiene needs had to be ignored. I had long since removed my glasses—visibility was so bad they were of no help anyway—lest my weeping eyes cause them to freeze to my cheeks. Our half-shelter kept blowing down, resulting in a snow shower that felt as sharp and painful as sand; our fire kept faltering before it finally failed—but the warmth it had given us was so negligible, we ignored its passing. Our injured companion was moaning now, but even that was whipped away by the wind. Feet and hands grew number, heads nodded, and conversation sputtered as we fought off a sleep that we feared would be fatal.

Suddenly, the storm was gone. A few minutes after midnight, the snow stopped and settled as the wind abated. The temperature probably dropped even lower but in that cold it hardly mattered. There was no rousing cheer, no thanks for prayers answered; in fact, I can't recall a word being spoken aloud. As though spurred by an invisible sargeant, we rose slowly, stamping our feet to try and bring back circulation. Each of us sensed that the worst was over, but discomfort and resignation to the task ahead outweighed any feeling of relief. We lifted the stretcher again, tried to quiet our friend with some reassuring words, and, failing this, set off again to the east.

Soon, the stars and a sliver of moon were visible. And soon after that, dawn came. In the absense of wind and blowing snow, our progress was considerably better. In fact, we covered the remaining 20 miles in little more than 12 hours. Our intrepid little party of latter-day plainsmen straggled weakly into Tongue shortly after noon, too tired, cold, and worn even to give thanks for our deliverance.

The North Dakota State Police were magnificent. On getting word from the only doctor in town, they immediately dispatched a helicopter and within the hour we were transported to the nearest hospital, some 60 miles away in Pembina.

What followed was anti-climactic. Four of us were safely home by midday on the 28th of December—only two days after we had started our near-fatal journey. Our photographer friend is up and around now in a walking cast and not much the worse for wear.

As for myself, I have only one thing to add: Rest easy, Mr. and Mrs. Bison. I am as close to you and your calves at this moment as I ever hope to be.

Stays on the go

Gerry Costello likes to stay on the go. If you're a resident of Calverton, you've probably seen Gerry around the plants, toting a camera, dressed in a flight suit, even outfitted for jiu jitsu workout. The workaday world of Gerry Costello — ground and flight photography — has been extended in recent months because he's a member of the Naval Air Reserve Combat Camera Group based in Brooklyn. Gerry returned from New Orleans recently where he spent two weeks filming a special report from the Commander of the Naval Reserve. When completed, the film will be distributed to Naval Reserve centers across the nation for viewing by 120,000 in reserve groups. At one time, Costello, now 36, was a two-time New York City mile champion, and national high school champ as well. Gerry hasn't got the training time for distance running anymore, but he's certainly on the go with all his other activities.

More on F-111A

(Continued from page 1)

the effort, Grumman is conducting aerodynamic and structural analyses, including a recently completed wind tunnel test, antenna pattern tests, EMI test, computer software development, environmental control modification, mission effectiveness studies, and various other tradeoffs. Through these Grumman will demonstrate to the Air Force how the structural modification and systems integration would be accomplished to convert the plane into an EF-111A.

For the four weeks it was hanging in the anechoic chamber at Calverton, the F-111A was residing in one of the world's most unusual aerospace facilities. Reputed to be the largest and most advanced of its type in the free world, the Grumman anechoic chamber is designed to simulate an aircraft's ambient operating environment. The pyramid-shaped appendages, a combination of animal hair and other substances, absorb radio frequency radiation, thereby preventing reflections that could distort test data.

Phase IA of the study is slated to be completed in early August. The Air Force, after studying the proposal, will then select Grumman Aerospace or its competitor, General Dynamics-Fort Worth, to proceed with Phase IB—the building and testing of two EF-111A prototypes.

Plants 11, 16, 27 hit 100% in GAA member drive

It may not have been one of the best Grumman Athletic Association membership drives, but it proved one thing: GAA has a lot of supporters. By the end of the GAA drive on March 31, more than 70 per cent of the company had shown its support by giving a dollar per person to help subsidize the many activities GAA sponsors or assists each year.

"Plants 5, 11, 16 and 27 were outstanding in supporting the drive this year," says Mike Cherry, who headed the annual GAA drive, "with 100 percent of the employees contributing."

On April 5, everyone who contributed a dollar to the GAA fund was eligible to participate in a drawing for fifteen $100 U.S. Savings Bonds and 50 sets of Grumman glasses. Before Vice President Tom Rozzi drew the first winning ticket, Mike Cherry thanked everyone for their support and said he "still hopes to hit the 100 percent mark someday. Maybe next year. Anyone have any ideas?"

The winners of the $100 U.S. Savings Bonds are:

Plant 2 - John Gibson, David Robertson; Plant 5 - Paul Chaldaris, Edward Conroy, George Koeper; Plant 6 - Ted Niksa; Plant 12 - Don Kearney - Plant 15 - Vito Linsalato; Plant 17 - Diane Pecorella; Plant 25 - William Fritz; Plant 30 - Aubrey Greene, Doris Guida; Plant 35 - Dick Stonelli, Mary Vaughan; Plant 77 - Ernestine Bozeman.

Keglers rolling to record finish

As league play rolls to a finish, many keglers show no signs of alley fatigue. They keep on killing those pins with record-breaking accuracy.

Chas Marchessault and Kevin Kremler of the Red league are two such bowlers. A few weeks ago, Marchessault wiped out Kremler's high game record of 258 with a showing of 276, and then proceeded to roll a record shattering 655 series. But Kremler retaliated and put his name back in the record books with an even higher series of 27-247-662. Other highlights in the Red league: Milt Guttenberger, 217-589; John Strakosch, 225-603; Ted Martines, 213-203-595; Joe Glasser, 234-584; Herman Fischer, 216-571; Bill Hettinger, 221-209-584.

Arleen Schwemmer wiped out her old high in the women's series in the Hawkeye Mixed with a 223-213-630. Additional action on the Hawkeye alleys: Lonnie Bresnick, 213-218-623; Walt Stehlin, 211-215-594; Dot Jacobsen, 205-496; Louise Nelsen, 492; Fran Zuk, 485. Monica Wojtyniak of the Syosset Mixed league became triple crown winner of the women contingent by rolling season high game of 225. Wojtyniak already claims the top women's average with 171, and a few weeks back struck the season's high series with 604. Her fellow bowlers didn't set any new records but managed some noteworthy performances on the Syosset alleys: William Schooley, 203-586; Eric Bunzel, 233-581; Rita Mathia, 184-188-527; Pat Ogilvie, 199-508; Eileen Toomey, 195-497; Stan Nilsen, 213-572.

In the Masters league, Vin Crevoiserat and Art Matson have been the alley superstars for the past three sessions. It seems over a 12-game stretch the two teammates of the Rapped Again trio have broke, "200" in 18 out of 24 games. Crevoiserat, normally averaging 189, has been knocking down the pins at a 214 clip—thanks to such tallies as 211-247-209-230-245-260. Teammate Matson, regularly rolling a 175 average, has been killing the pins in the past 12 games with an average of 204 with such game totals as 218-207-223-221. Competition must be tough in the Masters league, though, because the two new superstars have only been able to move their team to sixth place. Other standouts on the Masters circuit: Ike Washington, 224-223-824; Ted Dija, 255-816; John Betterino, 234-225-861; Don Vasquez, 223-816; Fred Skirde, 254-858.

Varsity slips

The women's varsity bowling team finished third in the annual L.I. Women's Industrial Bowling Tournament sponsored by Republic Aviation, a division of Fairchild Hiller. Battling against 16 other industrial pin squads, the women keglers ended the 12-game tourney 461 pins behind tourney champion Nassau County Employees, and 387 pins behind runner-up Sperry. Chin Thompson, Meg Sheridan, Pat Ogilvie and Arleen Schwemmer did manage to bring home the runner-up trophy in the incentive division. Just wait until next year!

Summer bowling

The Rainbow summer bowling league will conduct its first meeting of the year May 29. The bowling league will meet at 6 p.m. at Syosset Lane. For further information, contact the GAA office on Ext. 2269 or 2133.

Pistoliers win league title

After losing the opening match in the Industrial league expert division, the Grumman "D" pistol team streaked through the remainder of the season to capture first place honors. In the final match, Al Berka led the charge over Sperry, 1032-1004, firing 283. Rounding out the team effort are Art McKee, 257, Greg Criscione, 257, and Jerry Minerva, 235.

The Gold team did not fare as well. With a victory over Brookhaven Lab, 1,081-916, the squad finished the season 7-3. Shooting for the Gold team were Ron Trenkner, 275; Charlie Nauss, 274; John Crawford, 272; and Steve Jacobs, 260.

In the Sharpshooter division, the "B" pistol team defeated CIC, 1000-880 behind the gunpower of Bill Boyce's 259. The victors went on to defeat fellow Grummanites on the "E" squad with Marcello Longa, 259, leading the way. Jim White, 252, and Longa, 259, were the top sharpshooters in the final match over Republic, 1003-957. Final standing: 7-3.

The Grumman "C" squad sported the same record of 7-3. In their final victory, Mike Baumgarten shot 154 as the "Cs" outfired IBM, 938-913. The "E" team never did catch on fire this year and sported a losing record of 3-7.

On the Industrial International Standard Pistol league circuit, the Grumman pistoliers stand at 5-3. Losing to Brookhaven Lab, 1005-1012 Phil Boehm and Ron Trenkner fired 255 and 254, respectively. They went on to defeat Brookhaven Lab in their second outing, 986-950, behind Eddie Kovacs performance of 257, and then defeated Kollsman, 990-942. Ron Trenkner was high man with 251.

The Tomcat pistol team are in the basement with a 1-7 record in the South Shore league rim fire division. In their one and only victory, Phil Boehm, 269; Sy Cohen, 269; Gordon Woodruff, 268; and Tom Cassino, teamed up to crush DeMott Carman Rod and Pistol Club, 1045-1035.

The Grumman pistoliers hit the road in March to enter the Connecticut State Championships in Rocky Hill, Conn., and several players walked home with trophies. In the sharpshooter competition, Phil Boehm placed first in rapid fire, 189-6X; second in aggregate, 812-17X; and third in timed fire, 187-4X. In the markmanship division, Bill Rommell, 181-8X, overshot fellow Grummanite Sy Cohen, 181-2X, to cop first place.

On March 30, the pistol squad entered the International Indoor Sectional Pistol Match held in Roslyn. In the marksman slow fire contest, Ron Trenkner with 245 placed third, and won second place in the sharpshooter aggregate competition with 498.

Parent crowned Calverton paddle champ

Somewhere, someday, someone is going to knock George Parent off his throne. Last year in the Plant 27 table tennis tournament, Parent made a clean sweep in both the singles and doubles competition. This year, he entered the Calverton Nite Owl Table Tennis contest and—instant replay—walked away with both the singles and doubles titles.

On his way to becoming singles champion, Parent trounced Al Korte Jr., 21-7, 21-8; Charles Richardson, 21-4, 21-14; Ed Harris, 21-13, 21-14; Al Stark, 21-9, 21-13; and in the final match, Richard Schoemmell, 21-10, 21-12.

In the doubles tournament, Parent teamed up with Carl Cooke to annihilate all opposition. In the semi-finals, they defeated the Korte-Schoemmell duo, 21-5 and 21-16. The losers rose out of the loser's bracket by knocking off the DeCosta-Stark team, and once again challenged the undefeated Parent-Cooke squad. But to no avail. They succumbed to the singles champ and his teammate, 18-21 and 12-21.

In last year's Plant 27 table tennis competition, Tony Alaimo played second paddle to Parent in both singles and doubles play. So this year with Parent no longer a threat, the way seemed clear for Alaimo to sweep both contests—but such wasn't the case. Alaimo had to settle for only one winner's trophy. Throughout the singles play, Wally Schulein was paddling strong and managed to defeat Alaimo, 15-21, 21-13, 21-17. But Alaimo rose out of the loser's bracket and tasted sweet revenge by defeating Schulein, 21-17, 21-16, forcing the singles contest into a final showdown. In the final match, Alaimo became a winner at last by a score of 21-13, 21-19, 21-12.

In the double tourney, Schulein was not about to let Alaimo repeat his performance. He teamed up with Frank Boyle and defeated the Alaimo-Sal Vetrano duo, 18-21, 21-0, 21-17. Once again, Alaimo will have to wait another year to be the two-title table tennis champ of Wyandanch.

James 'very, very impressed' with F-14

(The following article is a report by Air Force Lt. Gen. "Chappie" James following his flight in the Grumman F-14A Tomcat at the Naval Air Station, Miramar, California. It was released by the Secretary of Defense following a news briefing on April 10.)

I flew the Tomcat (F-14) Monday (April 8). Some of you have been wanting to know when I was going to do that. I found it a very impressive weapon system indeed. I was especially impressed by the avionics. I ran the radar and it was simple enough, although it's highly improved. They have made a major jump in the state of the art. I spent about one-half hour in the backseat-simulator which has all of the radar gear and is an outstanding training aid. Then I spent about 30 minutes in the pilot flight simulator. I ran the radar as good, I think, as you could expect from a crew member. In fact, I picked up all my targets. We were working against an A-4 which is a very small target and tough to pick up out there.

I was getting pickups at 100 miles and lock-ons consistently in excess of 35, 40, 50 miles. You can pick up multiple targets, interrogate them, find out the bearing and distance and get actual read-outs on the scope rather than having to interpolate and look at all the numbers alongside it. It tells you "He's out there so many miles, and his bearing" and if you don't want that one, you clear it with a button and hit another button and take a look at another one: "Tell me where he is and which way he's going," and it'll (the answer) come back. It's an actual readout right on the scope; really a great piece of equipment.

Another thing that I was impressed with is the fact that the Navy people were doing all the work. Capt. Scottie Lamoreaux, (Commander, Fighter/Airborne Early Warning Wing, Pacific at NAS Miramar) took me through his training and maintenance spaces. The Navy, all of these young people, were actually doing the work as compared to when you go to a new system like this, you expect to see contractor personnel all over the place. I was really impressed. They're getting that baby ready to go out to sea and they're doing a great job of it. They were constantly manning and taking off; a flight of four took off right in front of me and we picked up several of them out there (on radar). They really are doing business as you would expect them to be doing two or three years down the pike with the "bird." So it's in being and it's a helluva weapon system.

Reporter: How does it compare with the F-15?

As I told you before, I don't like to compare it because they are aircraft for dissimilar missions. It (F-14) has a fleet protection capability which is what the Navy wanted. There are some differences in the avionics systems, as you know. The F-15 is a single seat aircraft and everything is in the front seat because the Air Force didn't have some of the requirements that the Navy had. But in maneuvering it was hard to tell any difference. I wasn't flying—you must bear in mind that I wasn't actually handling the stick in this one. I actually flew the F-15. I was running the radar in the F-14, but I could tell, being a fighter-jock sitting in the back, how he (the pilot) was making out in high speed maneuvering and simulated combat tactics against the A-4. We ran at the A-4's favorite altitude incidentally, which is between 15,000 and 25,000, and that Tomcat wasn't having any problem at all. In fact, his biggest problem was to try to keep from overrunning him. I was very, very impressed with the airplane and they are both topnotch airplanes it seems to me.

Reporter: Where did you fly?

Miramar Naval Air Station, San Diego, California. That "Old Tom's" a different breed of cat from what they've had before and it's damn good.

Reporter: Those are sure stirring words. I wished I believed them.

It's true; if it were not true I would not have told you. As I told you with the F-15, I have always been a little bit let down when I go to fly a weapon system because I've heard so much about it. Between contractor personnel and the few who have flown it, they naturally are enthused because it's a new weapon system that you have to use a lot. But to go out on a one-time basis like I did and fly a weapon system and really evaluate it based on your expertise in the field with other weapons systems and having a good knowledge of what the threat is, then that is what I am basing my remarks on. I'm serious when I said I wouldn't oversell the son-of-a-gun because I don't think that's in the best interest of the guys who've got to fly it — fighter pilots — one of whom is my son. I'm very personally concerned about what weapon systems of the future look like, and these two airplanes are two airplanes that I can safely say I was pleasantly surprised (and the only two in my whole 30 years in the Air Force). This one does what they said it was going to do and I think it's worth it—I really do.

'Chappie' James

Before he was named to his present post as Principal Deputy Assistant Secretary of Defense (Public Affairs), Lt. Gen. Daniel (Chappie) James formed his opinions from the front seat of a fighter—he flew 180 combat missions over Korea and North Vietnam—and from command responsibilities in both fighter squadrons and wings during his 31 years in the Air Force.

Chappie James joined the Air Force (then the Army Air Corps) in 1943 after serving as a civilian flight instructor in the aviation cadet program. He was commissioned in July 1943, spent the next six years in various fighter assignments, and arrived in Korea a few weeks after the fighting started there in June 1950. He flew a total of 101 missions in F-51s and F-80s. As an all-weather jet pilot, he became operations officer for the 58th Fighter Squadron, and in August '55 was named commander of the 60th Fighter Interceptor Squadron.

There followed a number of staff and command posts, including deputy commander for operations of the 4453rd Combat Training Wing. Late in 1966, James was assigned to Thailand as deputy commander for operations, then vice commander of the 8th Tactical Fighter Wing. While in that post, he flew 78 combat sorties into North Vietnam, many in the Hanoi-Haiphong area.

Chappie James was promoted in rank to Brigadier General in March 1970, Major General in August 1972, and Lieutenant General in May 1973. His military awards include the Distinguished Service Medal, Legion of Merit with Oak Leaf cluster, Distinguished Flying Cross, Air Medal with 10 Oak Leaf clusters, Distinguished Unit Citation, Presidential Unit Citation, and Air Force Outstanding Unit Award.

You can help . . . keep us posted!

If you are on the Plane News mailing list, there's a change a comin' that we hope will speed up changes of address and deletions. From this day forward, all changes and cancellations should be noted directly on the mail label on the last page of the paper. But *please*, be sure to leave the old address intact (just draw a line through it) and write the correct address, with ZIP code, in a legible—typewritten is okay—hand.

Now comes the big switch. Mail it to Distribution Services, Dept. 320, Plant 1. In that way you will effect immediate change. *Do not mail to Plane News.* And one more request: please be patient for the change to go through; sometimes it takes a week or two, so if your Plane News arrives at the old address, don't immediately send in another change of address. That will only gum up the works. Thanks very much.

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Golf note . . .

Sometime this fall, there will be a new event on the golf calendar — a 'Beat the President' tourney. And George Skurla is getting his golf clubs ready for it.